
Group 3 Safety Newsletter

Volume 8 Issue 9

PA004

August 2003

To review Group 3 safety information, visit the Group 3 safety page at:
<http://pawg.cap.gov/gp3/gp3safety.htm>

Group 3 Safety Day

Scheduled for Saturday October 4 at 811's facility at RDG

- Part of the Group 3 safety program required by CAPR 62-1
- CAP presentation on 60-1, 62-1, 62-2, and CAP accident trends.
- FAA presentation on Mountain Flying and Personal Minimums.
- All CAP pilots that did not attend Spring safety day are expected to attend.
- All cadet student pilots are encouraged to attend
- RSVP via email

Incident Reporting

CAPR 62-2 identifies reporting procedures and reportable incidents

All Unit or Activity commanders need to be familiar

Reportable incidents to be reported to Wing Commander immediately and on CAPF 78 WITHIN 48 HOURS:

1. All broken bones. *(All fractures are serious injuries except simple fractures of nose, fingers or toes.)
2. All lacerations requiring sutures. *(Severe hemorrhage)
3. Injuries involving internal organ damage.
4. All injuries that result in a loss of consciousness (not including fainting).
5. Insect bites that result in adverse reactions.
6. Serious injuries to the eyes, ears, throat, or head, including foreign objects in the eye.
7. Back injuries caused by improper lifting, twisting, etc.
8. All burns of second degree or greater severity or burns affecting more than 5% of the body.
9. All cases of injuries caused by inhalation, absorption, ingestion or contact of hazardous materials.
10. Poisoning of any kind.
11. All cases of heatstroke, sunstroke, heat exhaustion, frostbite, or hypothermia.
12. All injury resulting in hospitalization for 24 hours or more. *(Hospitalization greater than 48 hours.)
13. All dislocated bones/joints. *(Severe nerve, muscle or tendon damage.)

If any doubt, report it even if not listed as reportable!

Most negative repercussions from incidents arise from not following reporting procedures, not the incident itself.

Group 3 Safety Officer will facilitate reporting, however it is the Unit Commander's responsibility

PA removes motorcycle helmet requirement

The data continue to prove that motorcycle helmet laws save lives.

Government and privately conducted studies support the effectiveness of helmets and the impact of helmet laws in reducing the number of serious injuries and fatalities. The results of some of these studies are cited below.

- NHTSA estimates that in 1996 helmets saved 490 motorcyclists' lives. If all motorcyclists in all 50 states and the District of Columbia had worn a helmet, that number would have been 769.
- NHTSA estimates that from 1984 to 1996 helmets saved the lives of 7,940 motorcyclists. If all motorcyclists in all 50 states and the District of Columbia had worn a helmet during this time period, the number of lives saved would have been 14,505.
- Fatality Analysis Reporting System (FARS) data indicated that helmets are 29 percent effective in reducing fatalities in motorcycle crashes.
- A study completed at the University California - Los Angeles (UCLA) determined that statewide motorcycle fatalities declined 40.3 percent from 1991, before the California motorcycle helmet law for all riders was in effect, to 1993, the second full year that California's law was in effect. 239 lives were saved over the same period as a result of the helmet law.
- In the same UCLA study, the number of injured riders decreased over 30 percent in 1992 and 1993, the first two years of the California law, when compared to 1991 (pre-law). The number of riders admitted to the hospital decreased about 35 percent both in 1992 and 1993, which is proportionally more than riders treated in the emergency department and released. The number of riders brought to emergency departments decreased about 25 percent for both 1992 and 1993.
- A study revealed that 24 out of 26 states that repealed their universal helmet laws experienced an average 25 percent increase in motorcycle fatalities.
- The death rate for motorcyclists rose 61 percent the year following Kansas' repeal of its universal helmet law.
- A privately-conducted study reported a 40 percent increase in fatally injured motorcyclists in states repealing their universal helmet laws.

Excerpt from NHTSA website

<http://www.nhtsa.dot.gov/people/injury/pedbimot/safebike/reducing.html>

Group 3 SAREX

All aircrews will arrive with a properly completed weight and balance.

Random inspections to be done on Group 3 A/C

Aircraft Preflight Inspections

All pilots to perform thorough inspections including aircraft logs when returning a/c to service

The Group 3 Safety Newsletter is a publication of the Group 3 Safety Section.

Lt. Chris Comly - Group 3 Safety Officer

Email - GP3SAFETY@AOL.com

"Everybody is allowed 15 minutes per day to be stupid,
just don't do it in an airplane." General James "Jimmy" Harold Doolittle